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Copy 9 of 12

17 JAN 1972



MEMORANDUM FOR: Director, CIA Reconnaissance Programs
SUBJECT: Program Progress Report

Forwarded herewith are three copies of the IDEALIST
Program Progress Report for the period 1 October 1971 -
31 December 1971.

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WENDELL L. BEVAN, JR.
Brigadier General, USAF
Director of Special Activities

Attachments -

As stated



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NRO review(s) completed.

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[REDACTED]
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SAS/O/OSA: [REDACTED] (10 January 1972)

Distribution:

- 1 - D/CRP
- 2 - D/CRP
- 3 - D/CRP
- 4 - DDS&T Reg
- 5 - D/SA
- 6 - SAS/O/OSA
- 7 - D/O/OSA
- 8 - IDEA/O/OSA
- 9 - INTEL/O/OSA
- 10 - D/M/OSA
- 11 - AMS/OSA
- 12 - RB/OSA

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Section I

IDEALIST

DEVELOPMENT SUMMARY AND PROGRESS

(1 OCTOBER 1971 - 31 DECEMBER 1971)

I. AIRFRAME

A. Light Weight HF Radio - Production of the new Light Weight HF Radio, 718U-7, is on schedule. The first unit should be delivered to Detachment G by 2 February 1972. Installation, in all IDEALIST aircraft, will be completed during the Fourth Quarter FY-1972.

B. U-2R Flight Test and Operational Training Summary

1. IDEALIST Program accomplishments in U-2R aircraft, since introduction were 7821.5 hours on 2369 sorties, as of 31 December 1971.

2. Flight test and operational data are depicted below:

	1 OCT-31 DEC FLIGHTS	1 OCT-31 DEC TIME
1 - 051	30	106.5
2 - 053	33	97.1
3 - 054	45	166.4
4 - 055	<u>40</u>	<u>136.5</u>
TOTAL	148	506.5

II. PROPELLION

Sealed Crossover Tubes - The 600 hour hot section inspection of the improved engine combustion chamber sealed crossover tube has been completed, with excellent results. This engineering change will be incorporated in all J-75-P-13 engines being overhauled subsequent to March 1972.

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III. PAYOUT

A. Q-Bay Preconditioning - A preconditioning cart was operationally field tested on [REDACTED]. The temperature regulator was inoperative due to a broken wire, consequently temperature remained at the high level of optimum setting during operation. All carts have been delivered by Lockheed and actual test data is being collected for a variety of ambient temperature and humidity conditions occurring for test and training flights.

B. "H" Configuration

1. Camera, serial number 002, was transferred to Detachment H on 20 November 1971. This unit has the new gyro package, light weight mount, and RFI modifications incorporated which results in a total weight reduction of 56 pounds. Camera, serial number 003, was returned to Detachment G on 7 December 1971.

2. First delivery of the new apochromatic lens for the "H" sensor is anticipated late February 1972. The new lens along with the new gyro package, light weight mount, and RFI modification will then be incorporated into 003. Flight test of the new lens is anticipated mid-March 1972.

C. "B" Configuration - Delivery and installation of the new apochromatic lens for the "B" camera is anticipated mid-April 1972. Flight test of the new lens will follow.

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[redacted]
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5. A contract employee sustained a fractured spinal vertebrae in an auto accident 22 December 1971. It is not of a serious nature.

B. Life Support Activities

1. One-Man Life Raft Modification - A Service Bulletin has been issued to provide instructions and materials to paint the bottom of the one-man life rafts flat black. This action is being taken in response to the published results of a thorough research project on shark attack. It appears now that brightly colored materials unquestionably attract the killer shark. By changing the color on the bottom of the raft to black, some margin of protection against this threat may be afforded a downed crew member.

2. S1010 Flotation Modification - A new flotation cell has been water tested during this reporting period which appears to provide a more efficient floating profile than the existing preserver. A Work Order has been issued to mount one flight-acceptable preserver in a separate outer cover to the S1010 Pilot Protective Assembly and request pilot comments on its new characteristics and comfort. This effort along with previous life-support-system changes will make the SR-71 and U-2R flight gear more similar.

3. Automatically Deployed Survival Kit - The survival kit presently used with the U-2R aircraft has a non-automatic deployment system.
[redacted]

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A survival kit was delivered to [redacted]

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[redacted] to determine if the device can be adapted to deploy the kit. Engineers were of the opinion that the [redacted] could be adapted to the survival kit to meet our requirements.

[redacted] is modifying one survival kit for tests and evaluation. Estimate delivery in January 1972.

4. NASA Trip - Houston, Texas - The project Life-Support Officer visited the NASA manned Spacecraft Center, Houston, Texas, to compare and contrast the Apollo and Sky Lab Life Support systems with the IDEALIST system. The NASA approach to Life Support can generally be stated as one pressure suit for one space mission. With this philosophy, service life is of no consequence and suits are fabricated to provide the very best in pressurization, mobility, and comfort with no consideration directed toward repeated use. Mobility is provided by means of molded rubber convolutions and the crew member operates in a 100%-oxygen environment throughout the mission. Although the NASA full pressure suit is ideal for its intended use, the same approach to the IDEALIST program would be unacceptable. This comparison between the NASA effort in crew equipment and the U-2 equipment was felt to be quite productive.

C. Training

1. Parasail Winch Modification - A new power winch was installed in the tow boat and used during parasail training at Lake Mead, Nevada in June 1971. The winch is gasoline driven with an automatic transmission. This transmission was proved unsatisfactory, and modifications were explored. It has been concluded that a standard four-speed transmission with a clutch would be most desirable. This modification will be completed during January 1972.

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Section 2

IDEALIST

OPERATIONAL SUMMARY AND STATUS

(1 OCTOBER 1971 - 31 DECEMBER 1971)

I. OPERATIONAL MISSION SUMMARY

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A. [REDACTED] IDEALIST/TACKLE operational missions were alerted during this period. [REDACTED] were flown, and one was cancelled due to deteriorating weather. All missions were planned to be flown no closer than 25 nautical miles to the China mainland coast. Following is a summary of missions completed:

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[REDACTED]

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B. U-2 Special Mission Summary

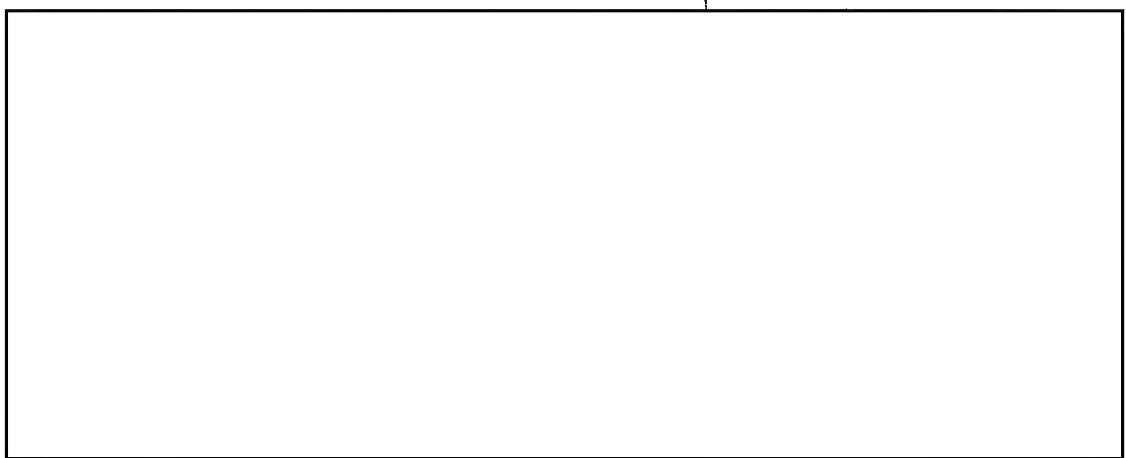
1. SCOPE SAINT V

a. During the period 18 - 28 October 1971, Detach-
ment G conducted a deployment training exercise [REDACTED]
[REDACTED] The purpose was to exercise the
capability to deploy to and operate from a forward
location.

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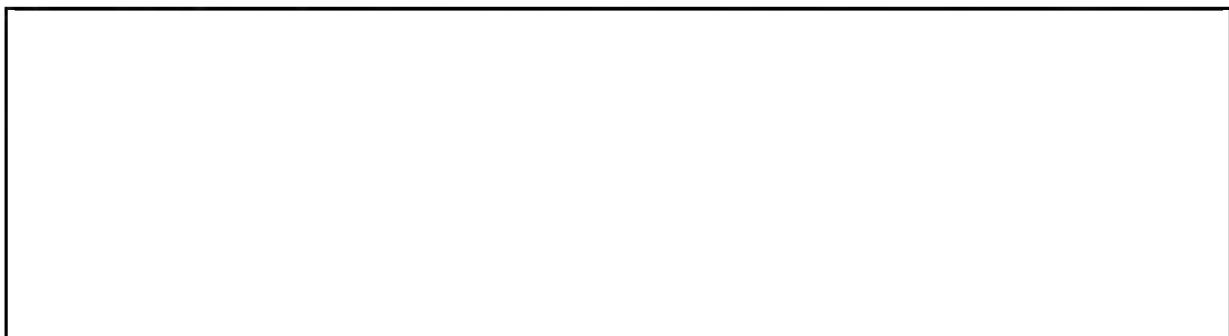
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II. GENERAL

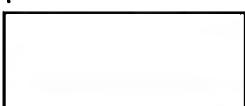
A. RED DOT - Three sorties were flown in support of continuing film tests using various camera configurations in the U-2R.

B. New "H" Mounts - Three sorties were flown to qualify new light weight mounts for the "H" camera.



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E. Preconditioner Test - Five sorties were used to gather data and qualify the Q-Bay preconditioner units.

F. Lens Tests - Three sorties were flown to obtain base line data with the "B" and Delta III cameras. The imagery obtained with new apochromatic lenses in these cameras will be compared to this data.

G. Pilot Training - Twenty-seven initial qualification sorties were flown. [redacted] flew the final 12 sorties required to successfully complete all IQ training requirements. [redacted] completed 15 training sorties.

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III. PILOT AND AIRCRAFT STATUS (AS OF 31 DECEMBER 1971)

A. Detachment "G" (Edwards AFB - North Base)

Aircraft 3 U-2R*

Pilots

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B. Detachment "H"

Aircraft

Pilots

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